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DESCRIPTIVE TIME TABLE

Of the Tour of

Their Royal Highnesses

**The Duke and Duchess of Cornwall
and York**

From the Pacific to the Atlantic

By the

Canadian Pacific Railway



O c t o b e r , 1 9 0 1

QMH
FC
223
R7
1901
C304
V2

64842

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Standard Time

The 24-hour system is used at all Canadian Pacific Railway Stations from Vancouver to Port Arthur, and the hours from noon to midnight will be from 12 to 24 o'clock.

STANDARD TIME is in use on all parts of the line as follows:

PACIFIC TIME - Vancouver to Laggan and branches.

MOUNTAIN TIME - Laggan to Brandon and branches.

CENTRAL TIME - Brandon to Port Arthur, including Manitoba branches.

EASTERN TIME - On C. P. Ry. East of Port Arthur and Detroit.

Thus, when it is 12 o'clock noon at Vancouver, Pacific Time,
" 11 " a.m. Regina, Mountain "
" 10 " " Winnipeg, Central "
" 9 " " Montreal, Eastern "

**Canadian
Pacific
Railway**

**SPECIAL
TIME TABLE
EASTBOUND**

Vancouver and Laggan : 525 Miles

Pacific Division

Miles from SHEVY	East- bound Train	STATIONS—DESCRIPTIVE NOTES	West- bound Train	Miles from Montreal
84		<p>Victoria—Population 20,821. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mount Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the magnificent Government buildings, which rank amongst the handsomest in America, the city has many fine public and private structures, among them a large and well appointed opera house. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade, and many large commercial houses which do a very large outfitting trade with miners. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal mines at Nanaimo. Steamboats afford connections with Vancouver daily and with Puget Sound ports, daily, except Sundays; and steamships depart about every five days for San Francisco, connecting there for Southern California, Mexico and South American west-coast ports. Steamers from and to Vancouver for Japan, China, Hawaiian Islands, Queensland, and Australia stop at Victoria for passengers, and there are regular sailings for Alaskan points both for tourists visiting the</p>		2900
<p>Victoria is 3,250 miles, via C.P.R. from New York or Boston, and 5,700 from Liverpool via Montreal</p>			<p>Scenery and sport</p> <p>Beautiful surroundings</p>	

TRANSCONTINENTAL RAIL ROUTE

Miles from Vancouver	East-bound Train	STATIONS—DESCRIPTIVE NOTES	West-bound Train	Miles from Montreal
	LEAVE		ARRIVE	
	Thurs- day, Oct. 3	wonderful floods of the north coast, and those intending to explore the great gold-belt of the Yukon. Esquimalt Harbor, two miles from Victoria, is the British naval station and rendezvous on the North Pacific, with naval store-houses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times, and immense fortifications are being constructed.	Mon- day, Sep. 30	
0	10.00	<p>Vancouver—Pop. 23,196—the Pacific terminus of the railway. Until May, 1880, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses, hotels, churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of asphalt streets, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to Victoria, Nanaimo and San Francisco, to China and Japan, to Sydney, Australia via Honolulu, H. I., and Brisbane, Queensland, and Puget Sound and Alaskan ports, it being one of the principal points of departure on the coast for the Klondike and other northern gold fields, and an outfitting headquarters for miners and prospectors. The C. P. R. White Empress Line to the Orient, whose steamships are the only twin-screw vessels on the Pacific, make connection at Hong Kong with steamers of the P. & O. Co. for Colombo and other points on the Around the World route, with steamers of the China Navigation Co. and the Eastern & Australian Navigation Co. which ply between Hong Kong and Australia, or with the North</p>	11.45	2906

PACIFIC TIME
(Vancouver to Laggan)

From
Vancouver
to
Yokohama,
4,283,
to
Hong
Kong
6,371;
to San
Francisco
1,133.

TRANSCONTINENTAL RAIL ROUTE

7

Miles
from
Montreal

Miles
from
Vancouver

East-
bound
Train

STATIONS—DESCRIPTIVE NOTES

West-
bound
Train

Miles
from
Montreal

German Lloyd steamships from Shanghai or Hong Kong via Singapore; Colombo, Suez, Naples and Genoa to Southampton.

The country south, towards the Fraser, has fine farms, and is especially adapted to fruit growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Stanley Park is a magnificent public pleasure resort, and a visit to Capilano Canon, a remarkable mountain cleft, across the islet, is a delightful outing. Opportunities for sport are unlimited at no great distance—mountain goat, bear and deer in the hills along the inlet; trout-fishing in the mountain streams; and sea-fishing in endless variety.

From Vancouver the railway follows the south shore of Burrard Inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above are gigantic trees, twenty, thirty and even forty feet around.

Re-
source's

4
13

Hastings Port Moody

At the eighth mile the north arm of Burrard Inlet is seen ex-

2902
2893

tending at right angles to the railway about fifteen miles into the mountains which, black and sombre, descend about 5,000 feet sheer into the water which is almost fathomless in depth. Shortly after *Port Moody*, which for a time was the terminus of the railway, at the head of the inlet, the railway leaves salt water, and crossing over a low lying ridge descends into the valley of the Fraser. At *New West-*

Along
Burrard
Inlet

17

Fraser
River

(New Westminster) New Westminster Junc.

Fraser River. The town is the

minster Junction a branch line diverges to *New Westminster* (population 7,000), on the

New
West-
minster

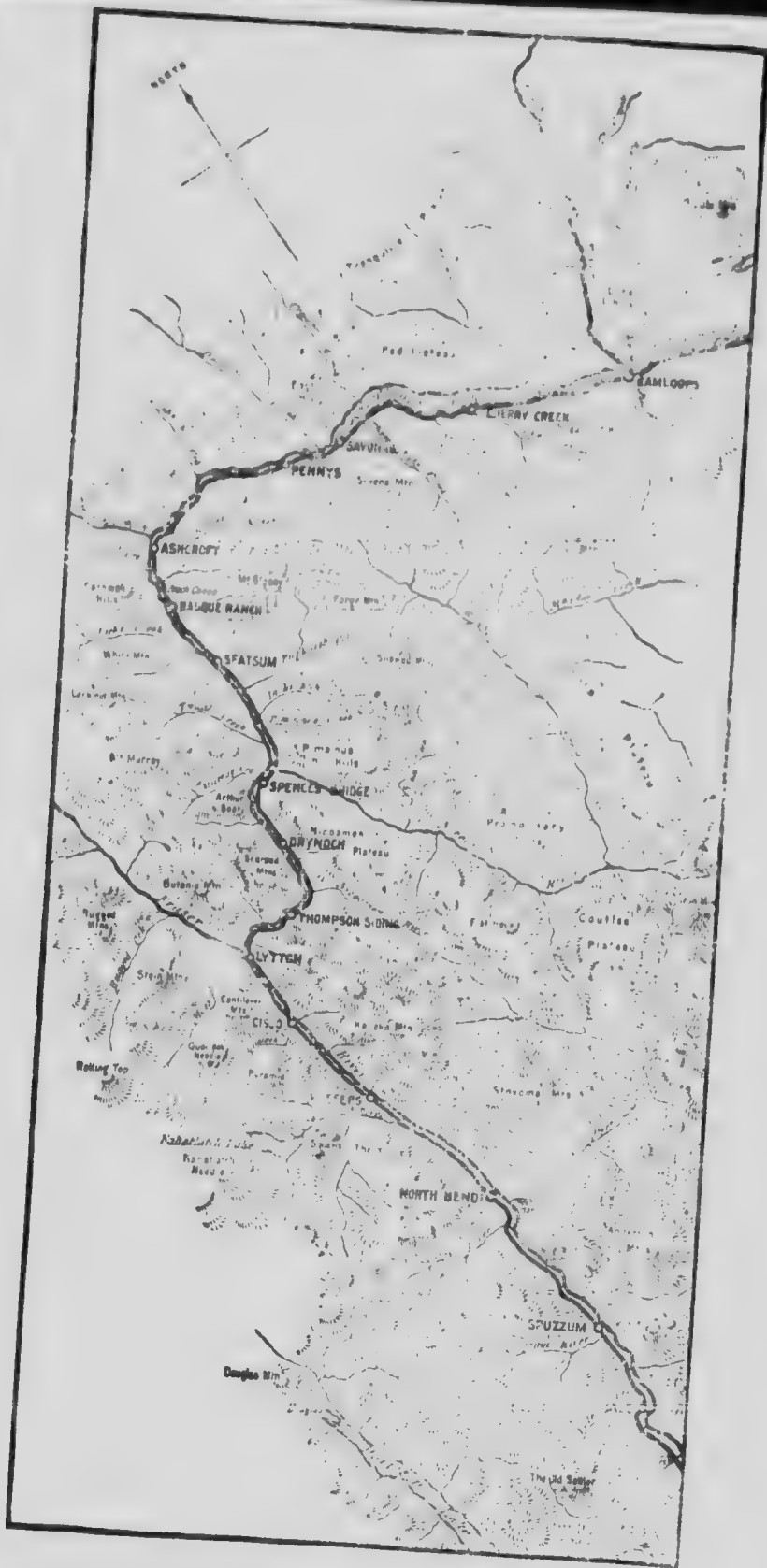
2889



TRANSCONTINENTAL RAIL ROUTE

9

Miles from Vancouver	East- bound Train	STATIONS- DESCRIPTIVE NOTES	West- bound Train	Miles from Montreal
		<p>headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China, South America, Africa, Europe and Australia, and the Provincial Asylum and Penitentiary are located here.</p> <p>Soon after leaving the Junction the line crosses Pitt River by a bridge one-quarter of a mile in length from which a magnificent view is to be had up Pitt Lake, embracing water and woods and mountains of great height, and at various distances, with great meadows alive with cattle in the foreground. On either side of the river extensive alluvial flats have been dyked, thus rendering about 20,000 acres of the most fertile lands fit for cultivation.</p> <p>At <i>Hammond</i> the bank of the Fraser River is reached and followed by the railway for about 130 miles. It is here a smooth and mighty river. Immense trees are frequent, their size being indicated by the enormous stumps near the roadway. Many beautiful glimpses are had of Mount Baker, a magnificent isolated cone, in the State of Washington, rising 14,000 feet above the railway level, the favorite view being that from the crossing of Stave River about two miles east of Whonnock.</p>		
	Mount Baker		Mount Baker	
26		Hammond		2881
27		Haney		2879
33		Whonnock		2873
43		Mission Junc.		2863
		<p>From <i>Mission Junc.</i> a branch line crosses the Fraser River and runs to the international boundary line where rail connection is made with the Seattle & International Ry. for Seattle, Wash., thence via Northern Pacific Rd. to Tacoma, Portland, all Oregon and California points. This line gives through connection for all the prominent points on Puget Sound, and for Portland and San Francisco.</p>		
53		Nicomen		2853
63		Harrison		2843
		<p>Near <i>Harrison Station</i> the Harrison River is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison river and lake, where free milling gold has been discovered.</p>		



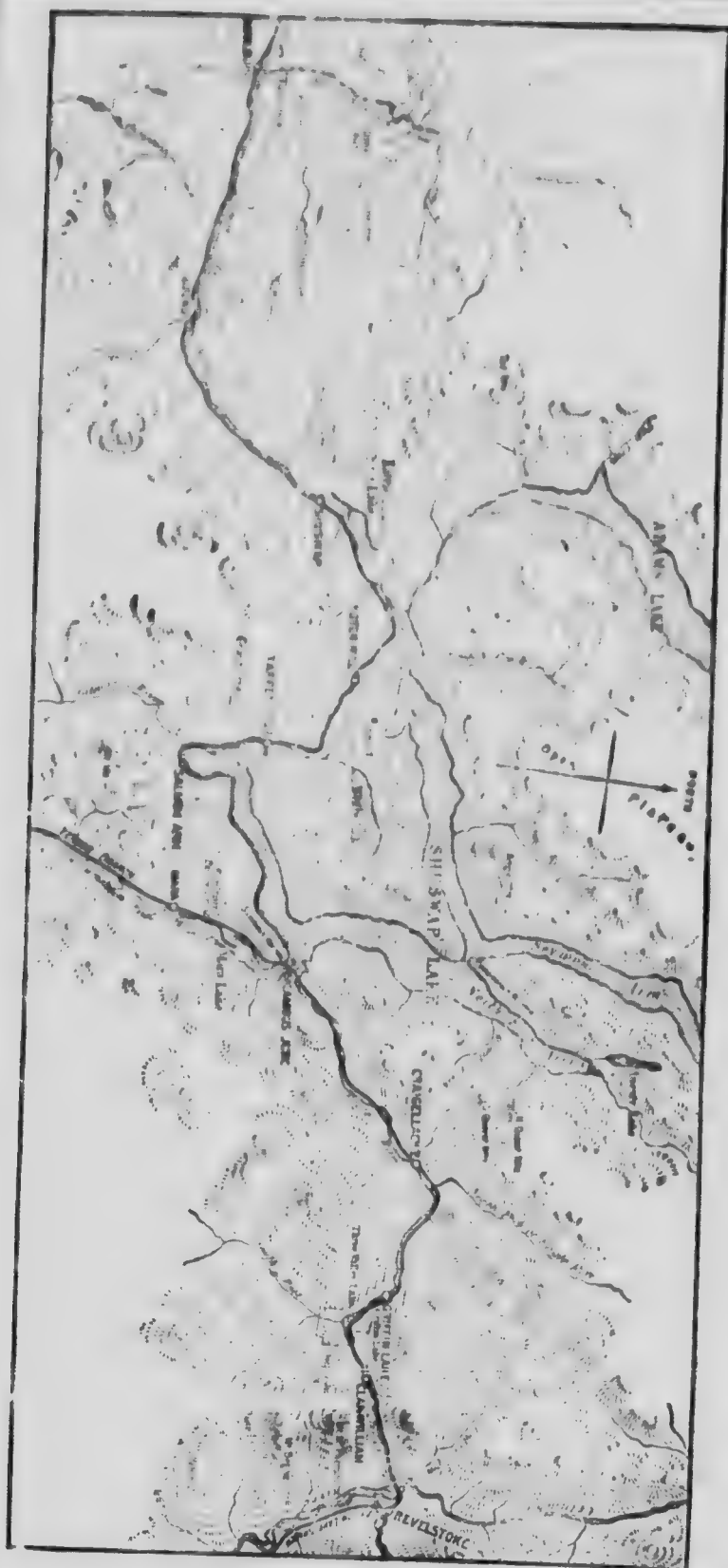
Miles From Vancouver	Station Name	STATIONS—DESCRIPTIVE NOTES	Miles From Montreal
71		Agassiz At Agassiz, overlooked by Mt. Chesam, is a Government experimental farm where fruit and grain are grown in great variety. <i>Ruby Creek</i> is named from the garnets found in the vicinity. Above Ruby Creek the valley begins to narrow, and the luxuriant vegetation which has extended from the Pacific Coast to this point, gradually changes to the more stunted and gnarled growth to be found on the mountain sides.	2835
82		Ruby Creek	2834
101		Hope Alt. 200 ft. Across the river from Hope Station is the village of the same name—a mining town and trading-post, whence trails lead over the mountains in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only await suitable fuel to be worked profitably.	2816
103		Yale —Alt. 200 ft. Yale is the head of navigation and from it a wagon road was built in 1863-4 to the then famous Cariboo Mines, but the first 100 miles of it have been abandoned since the construction of the railway, and become in many places impassable even for a foot passenger. Yale was formerly an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul-de-sac</i> in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river bars for a long way below and far above the town. Leaving Yale the valley turns sharp to the right and then to the left and the railway passing through a succession of tunnels, enters the canon of the Fraser—where the cliffs are enormous, and apparently bar the way. The wagon road crosses and recrosses the railway many times in the next 12 miles, till we reach Spuzzum where it passes to the opposite side of the river by a most picturesque suspension bridge, thence to Boston Bar (about 12 miles) is one continuous canon. The scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or	2803
	Approaching the Cascade Mountains		Beginning of the canons
	Cariboo wagon road		Entrance to the Fraser canon
114		Spuzzum	2792

Miles from Vancouver	Rest-Stop Train	STATIONS	DESCRIPTIVE NOTES	Miles from Train	Miles from Montreal
			broken by ponderous masses of fallen rock, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. Ten miles above Spuzzum is <i>Hell Gate</i> , the narrowest point in the canon. The river is held back by the projecting rocks and in time of freshets rises 120 feet above its winter level, and those who pass through the canon in the month of August often see the eddies packed with salmon, their back fins out of the water as they rest preparatory to making a rush round the next point. There can also be seen in a few places the remains of the old Indian trail for foot passengers only, the first for pack animals and the old wagon road all of which have been abandoned for the railway.	The great canon	
120	ARRIVE 15.35 Thurs- day, Oct. 3 LEAVE 15.50	North Bend —Alt. 425 ft. A charming chalet hotel makes <i>North Bend</i> (a divisional point) a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canon than is possible from the trains. There are some pretty falls a short distance from the hotel, and in the vicinity capital fishing is to be had.		LEAVE 6.05 Mon- day, Sep. 30 5.50 ARRIVE	2777
140		Keefers —From North Bend the line follows the west side of the canon, with the river surging and swirling far below. The old Government road, built in the early '90's, and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Three miles above <i>Keefers</i> , where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dipnets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese.			2786
	Salm'n and gold dust			Indians and Chinamen	
	Upper valley and crowning of the Fraser				

Miles from Vancouver	East-bound Train	STATIONS—DESCRIPTIVE NOTES	West-bound Train	Miles from Montreal
148		Kanaka —Near here the railway passes through a tunnel directly on to a cantilever bridge, and crosses to the east side of the Fraser River, which it follows for about six miles to Lytton , a small trading town.	The cantilever bridge	2754
154		Lytton Here the railway leaves the valley of the Fraser, and enters the canon of the Thompson River. The mountains now draw together, and the railway winds along their face hundreds of feet above the struggling river. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds. Ten miles above Lytton, Nicomien , a little mining village, is passed, and on the opposite bank of the river gold was first discovered in British Columbia in 1857.		2750
161	Thompson canon	Gladwin		2745
166		Thompson		2740
172		Drynoch — Alt. 700 ft. peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, the ravines spanned by lofty bridges, and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded, cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive green grass slope or some white exposure. With this fantastic color, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory.	Ascending the Thompson River Grotesque forms of rocks	2734 2731
178	Fantastic canon scenery	Spence's Bridge —At <i>Spence's Bridge</i> the old wagon road up this valley to		2728

TRANSCONTINENTAL RAIL ROUTE

Mileage from Vancouver	Estimated Time	STATIONS	DESCRIPTIVE NOTES	West- bound Train	Time from Vancouver
			the Cariboo gold country crosses the river; and the railway crosses here the mouth of the Nicola River, whose valley southward is an important grazing and ranching region. Two miles beyond	The Nicola River	2716
100 197		Spatum Basque	<i>Basque</i> the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-went hills. <i>Ashcroft</i> has developed	The Black Canon	2700
204		Ashcroft Alt. 1,075 ft.	into a busy town, being the point of departure for Cariboo, and other gold fields in the northern interior of British Columbia. Trains of freight wagons drawn by from four to ten yoke of oxen, and long strings of pack mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done.		2702
		Ashcroft and the Cariboo trade	After leaving Ashcroft the valley soon begins to widen out, and passing <i>Pennys</i> , an old and established cattle ranch, the line soon reaches <i>Savonas</i> at the foot of Kamloops Lake. From <i>Port Moody</i> to this point, the railway was built by the Dominion Government, and transferred to the Company in 1880.	Kamloops Lake	
219 236		Pennys Savonas Ferry	From <i>Savonas</i> the line follows the south shore of Kamloops Lake for about twenty miles. It is a beautiful hill-girt sheet of water. Quicksilver mines, which it is hoped will prove of great value, can be seen on the opposite shore of the lake. Near		2887 2890
236		Cherry Creek	<i>Cherry Creek</i> a series of mountain spurs project into the lake and are pierced by numerous tunnels one following the other in quick succession. On one of these spurs a deposit of magnetic iron ore was discovered, from which large quantities have been, and still are being, shipped.		2870
251	Thurs. day, Oct. 3 a 22.05 122.20	Kamloops —Alt. 1,160 feet.—Pop. 1,591.	Divisional point and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains	Sun- day, Sep. 29 123.30 a 23.15	2855



Miles from Vancouver	Miles to Trail	STATIONS - DESCRIPTIVE NOTES	Miles from Trail	Miles from Vancouver
		<p>20 miles northward, and here joins the main river. It is a beautiful spot, whose dry invigorating climate pre-eminently makes it a desirable resort for sufferers from pulmonary troubles. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and sawmills busily at work. The triangular space between the rivers opposite Kamloops is an Indian reservation, overlooked by Mt. Paul's Mountain. The principal industry around Kamloops is grazing, since the hills are covered with most nutritious "bunch-grass," and agriculture and fruit raising flourish wherever irrigation is practicable, but recently the country has developed into a promising mining region. This is the supply point for a large ranching and mineral region southward, especially in the Nicola valleys, reached by stage lines, and for the mines being operated in the immediate vicinity of the town, ores of which are largely similar to those of Trail Creek, principally gold and copper.</p>	The North Thompson	
		<p>Ducks Shuswap</p>	Industries of the region	
204	244	<p>Thence the railway follows up the valley of the South Thompson River and the eye is gladdened by the sight of grass, fenced fields, growing crops, hay stacks, and good farm houses on the level surface, while herds of cattle, sheep and horses roam over the valley and bordering hills in large numbers. This ranching country is one of the garden spots of British Columbia. . . . The people are comparatively old settlers, having come in from the Pacific Coast.</p>	Ranches of the Thompson Valley	254 262
		<p>About two miles east of Shuswap station the great Shuswap lakes, the centre of one of the best sporting regions on the line, are reached. Northward within a day's ride are abundant; the deer shooting southward within 30 miles is very good, and on the lakes there is famous sport in deep trolling for trout.</p>	Old time settlements	
		<p>For 50 miles the line winds in and out the bending shores, while geese and ducks fly over the waters and light and shadow play upon the opposite banks. This lake with its bordering slopes gives a fine reminder of Scottish scenery. The railway in getting around it leads, at different and many times, towards every one of the thirty-two points of the compass.</p>		
		Packs of the Thompson		
		The bunch-grass country		
		Farms and cattle herds		
		Great Shuswap Lake and its sports		

Time from
Vancouver

Time to and
from

STATIONS DESCRIPTIVE NOTES

West
bound
train

Time
from
Vancouver

300

Notch Hill—Alt.
1,788 ft.

To avoid fol-
lowing the
shore in all its

windings, the line crosses over an
intervening ridge at Notch Hill—
ascending about 200 feet along the
mountain side and giving a magnifi-
cent view across the lake, its winding
shores on both sides of the long and
narrow sheet of water stretching far
on either hand, with high mountain
ridges for the opposite background.
The line then gradually runs down
hill until it reaches the level of the
water, at Salmon Arm, which it runs
entirely round, and then goes for a
long distance entirely along the

View
from
Notch
Hill

300

300
310

Tappen Siding
Salmon Arm

southern shore
of the lake. This
is a most re-
markable body

of water. It lies among the mountain
ridges, and consequently extends its
long narrow arms along the inter-
vening valleys like a huge web, 4
in half-a-dozen directions. These
arms are many miles long, and vary
from a few hundred yards to two or
three miles in breadth, and their
high, bold shores, fringed by the
little narrow beach of sand and
pebbles, with alternating bays and
capes, give beautiful views. The
railway crosses one of these arms by
a drawbridge at Sicamous Narrows.

Near
mouse
and
Okana-
gan

Friday
Oct. 6

Sun-
day,
Sep. 2

320

1.50

Sicamous Junction.

Alt. 1,300 ft.

Sicamous is
the station for
the mining and

agricultural districts to the south
where there is large settlement. An
excellent hotel at Sicamous forms
splendid headquarters for those
wishing to remain over and shoot
or fish. There is excellent trout
fishing within a few minutes'
paddle of the hotel, also at Annaty
Lake near the head of Seymour
Arm, and White Lake near Cop-
per Island. Both places can easily
be reached by boats, then by
short trail which the railway com-
pany has cut. Grouse shooting in
the fall is plentiful and there is deer
shooting within a short distance
over the hills directly across the lake
from the hotel. A branch railway
runs to Vernon and Okanagan
at the head of Lake Okanagan, a
magnificent sheet of water on which
the steamer "Aberdeen" plies be-
tween Kelowna and to Penticton, at the
foot of the lake, from which the
Fairview and other mining regions
are reached. Near Kelowna, on the
lake shore, thirty-five miles from
Vernon, Lord Aberdeen, formerly
Governor-General of Canada, has a

Little
Shus-
wap
Lake

19 50

2571

The
Shus-
wap
Lakes

Fish
and
game

Shus-
wap
&
Okana-
gan
Ry.

TRANSCONTINENTAL RAIL ROUTE

Miles from Vancouver	East-bound Train	STATIONS—DESCRIPTIVE NOTES	West-bound Train	Miles from Montreal
	Game and fish	<p>fine farm, and another holding of 13,000 acres a few miles from Vernon, employing a small army of men, and growing fruits of all kinds that the temperate zone will produce. Further down the lake is <i>Prachland</i>, a new town which is making considerable progress. This is a land of vineyards and orchards, as well as a Mecca for keen sportsmen, for there is an abundance and variety of large and small game, including caribou, bear, deer, Bighorn and mountain goats. On the west side of the lake are numerous bands of wild horses.</p>		
	The last spike	<p>From Sicamous the transcontinental line ascends the valley of Eagle River which cuts through the Gold Range and is filled throughout with a dense growth of immense trees: spruce, Douglas fir, hemlock, cedar, balsam and many other varieties giants all of them. At</p>	Base of the gold range	
51		<p>Craigellachie Alt. 1,450 ft. <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Ry. on Nov. 7, 1885—the rails from the east and the west meeting here.</p>		2555
		<p>Following up the valley, four beautiful lakes occur in close succession, Griffin, Three Valley, Victor and Summit, each occupying the entire width of the valley and forcing the railway into the mountain sides.</p>	Lovely lakes	
362		<p>Griffin Lake—Alt. 1,900 ft. The highest point reached in Eagle Pass is at Summit Lake, where the valley is so deep</p>	The ascent of the Eagle Pass	2544
370		<p>Olanwilliam—Alt. 1,900 ft. cut and direct that it seems to have been purposely provided for the railway. The line descends 525 feet in the next eight miles to the Columbia River. The two peaks south-east, seen from the main line of the railway, are Mackenzie and Tilley, and the most prominent one towards the southwest is Mt. Begbie, imposing and glacier-studded. Soon after crossing the river we reach Revelstoke, the northern gateway to the great Kootenay mining camps of the Slocan, the Boundary, Trail Creek, Rossland, etc., etc., and to the coal mines of East Kootenay.</p>		2536
	In the Eagle Pass			
	Fri-day, Oct. 4		Sun-day, Sep. 29	
379	13.50 14.05	<p>Revelstoke Alt. 1,475 ft.—Pop. 2,500. On the Columbia River—a railway divisional point. The town was originally located on the river bank,</p>	118.05 117.50	2527



TRANSCONTINENTAL RAIL ROUTE

Miles from Vancouver	Stations—Descriptive Notes	West- Bound Train	Miles from Montreal
	<p>a mile-and-a-half from the station, but recent years have seen its growth to the depot grounds. The Columbia, which makes a great detour from the east around the northern extremity of the Selkirks, while the railway cuts directly across, is here much larger than at Donald, from which it has fallen 1,050 ft., and 28 miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. To reach the mining regions by this route, involves a most delightful trip on the branch line to Arrowhead and steamer down Arrow Lake to Nakusp, from which there is rail communication with the Slocan, and to Robson, where different branches lead through the Boundary District to Midway, to Trail and Rossland, and to Nelson, which has steamer connection with Kootenay Landing, the present western terminus of the Crow's Nest Pass Railway, which runs through East Kootenay and Southern Alberta and connects with the main transcontinental line at Dunmore Junc., on the plains of the Canadian North-West.</p> <p>Leaving Revelstoke, the line soon enters the Selkirk Range by the valley of the Illecillewaet River—the first portion of which is a gorge in which the railway and river appear to dispute the passage through a chasm with vertical rocky walls standing but ten yards apart.</p>	The Colum- bia	
391	Twin Butte —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the left the conspicuous and beautiful peak named Clachnacoodin.	Koo- tenay mining regions	2515
401	Albert Canon —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.	Enter- ing the Sel- kirks	2505
		Base of the Sel- kirks	
		Can- ons of the Illec- illewaet	

Miles
from
Montreal

Miles from Montreal	West- bound Train	STATIONS—DESCRIPTIVE NOTES	West- bound Train	Miles from Montreal
407		Illecillewaet —Alt. 3,563 feet. The Illecillewaet River is here of no great size, but of course turbulent. Its water is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. About Illecillewaet station are many silver mines penetrating the crest of one of the lofty hills north of the railway. Caribou occur in numbers from here down to the Columbia.		2400
416		Ross Peak —Alt. 3,600 feet. Passing Ross Peak Siding, the line skirts along the base of Cougar Mountain, and looking forward up the valley one of the finest and most magnificent views on the line may be had of the peaks near the summit of the Selkirks, with Sir Donald, the highest of them all, near the centre of the picture. Continuing up the valley, the Illecillewaet is crossed for the thirteenth and last time, and sweeping sharply to the right the line touches the base of Ross Peak, and turning back to the left across the valley leading down from Ross Peak Glacier forms a double loop like the letter S, and continuing to ascend around the mountain side, soon reaches the Glacier House.		2490
		Gorge of the Illecillewaet		
		Climbing the Loops		
		Friday Oct. 4		
		ARRIVE 6.45		
423		Glacier House —Alt. 4,122 ft. Station and hotel within thirty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith (now Lord Strathcona and Mount Royal), one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Rogers' Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes) are in full view. Again to the left comes Cheops, and in the foreground, and far down among the trees, the Illecillewaet glistens. Somewhat at the left of Cheops the shoulders of Ross Peak are visible over the wooded slope of the mountain behind the hotel. The hotel is a handsome structure resembling a Swiss chalet,		2483
		Sir Donald and other peaks		
		Names of the peaks		
		Sun-day, Sep. 29		
		LEAVE 15.45		
		Sir Donald		
		The great glacier of the Selkirks		

Miles from Vancouver	Miles from Trail	STATIONS—DESCRIPTIVE NOTES	West bound Trail	Miles from Montreal
		<p>which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Company has built a large annex to the hotel to accommodate the increasing tourist travel that is not satisfied with the short stop made by train, and this has been recently enlarged. The Great Glacier is exactly a mile and a half away, and its slowly receding forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable but easy, and trails lead to Marion Lake and other attractive points, at high altitudes. Swiss guides are stationed here during the summer months, this being a favorite resort of mountaineers. A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the mountain goat, which are seldom found southward of Canada. Bears can also be obtained.</p>		
		<p>Curving sharply to the left the train passes a long snow shed (not through it, for an outer track is provided that the summer scenery may not be lost), and continuing to ascend along the slopes of the Summit Peaks, the line soon crosses the summit of the Selkirks.</p>		
425		<p>Selkirk Summit—Alt. 4,300 ft.—Summit of the pass. The mountain at the left surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illecillewaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope.</p>		2481
426		<p>Rogers' Pass—Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that the shining green fissures are distinctly visible. The changing effects on</p>		2480

Miles from Vancouver	East- bound Train	STATIONS—DESCRIPTIVE NOTES	West- bound Train	Miles from Montreal
	The Hermit	light and shadow on this brotherhood of peaks, of which the Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. The cowed figure of a man, with his dog, on the edge of one of the crags shapes itself out of the rocks, and gives the name of Hermit to the mountain. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. These two matchless mountains were once apparently united, but ages ago some terrific convulsion of nature has split them asunder, leaving barely room for the railway. On the south stretches the line of peaks connecting Macdonald with Sir Donald. This pass valley has been reserved by the Government as a national park.	Mount Mac- donald	
	Exit from Rogers Pass	From the summit the line follows down the valley of <i>Bear Creek</i> , and after leaving the station at <i>Rogers' Pass</i> it clings to the base of Hermit Mountain, whose clustered spires face those of Mount Macdonald, and are nearly as high.	A Na- tional Re- serve	
	Bear Creek	About 4 miles from <i>Rogers' Pass</i> station the line turns to the left into the valley of the Beaver and near <i>Bear Creek</i> station a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. Many of the difficulties of the railway from snow in the winter occur between <i>Bear Creek</i> and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to	Des- cent thro' Bear Creek gorge	
	The snow- sheds		The snow- sheds	

Miles from Vancouver	East-bound Train	STATIONS—DESCRIPTIVE NOTES	West-bound Train	Miles from Montreal
		bid defiance to the most terrific avalanche.		
432	Descent of the Beaver Valley	Bear Creek —Alt. 3,500 ft.—The line now descends the left bank of the Beaver, where it is notched into the steep mountain side hundreds of feet above the river, which appears as a silver thread winding through the narrow and densely forested valley. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails—one of the loftiest railway bridges in the world. A little further on is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . From Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward behind, one sees up the Beaver valley a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in Mt. Sir Donald, with which a more intimate acquaintance was made at Glacier House. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves.	Stony Creek bridge	2474
436	The Surprise			
442	Beaver Valley	Cedar Six-Mile Creek —Alt. 2,900 ft.		
	Big trees	From <i>Six-Mile Creek</i> the line follows the left bank for a little way, then crosses to the right bank and passes through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.	Beaver Valley	2470 2464
447		Beavermouth —Alt. 2,500 ft.—This is the most northerly station on the transcontinental route. The line soon		2450

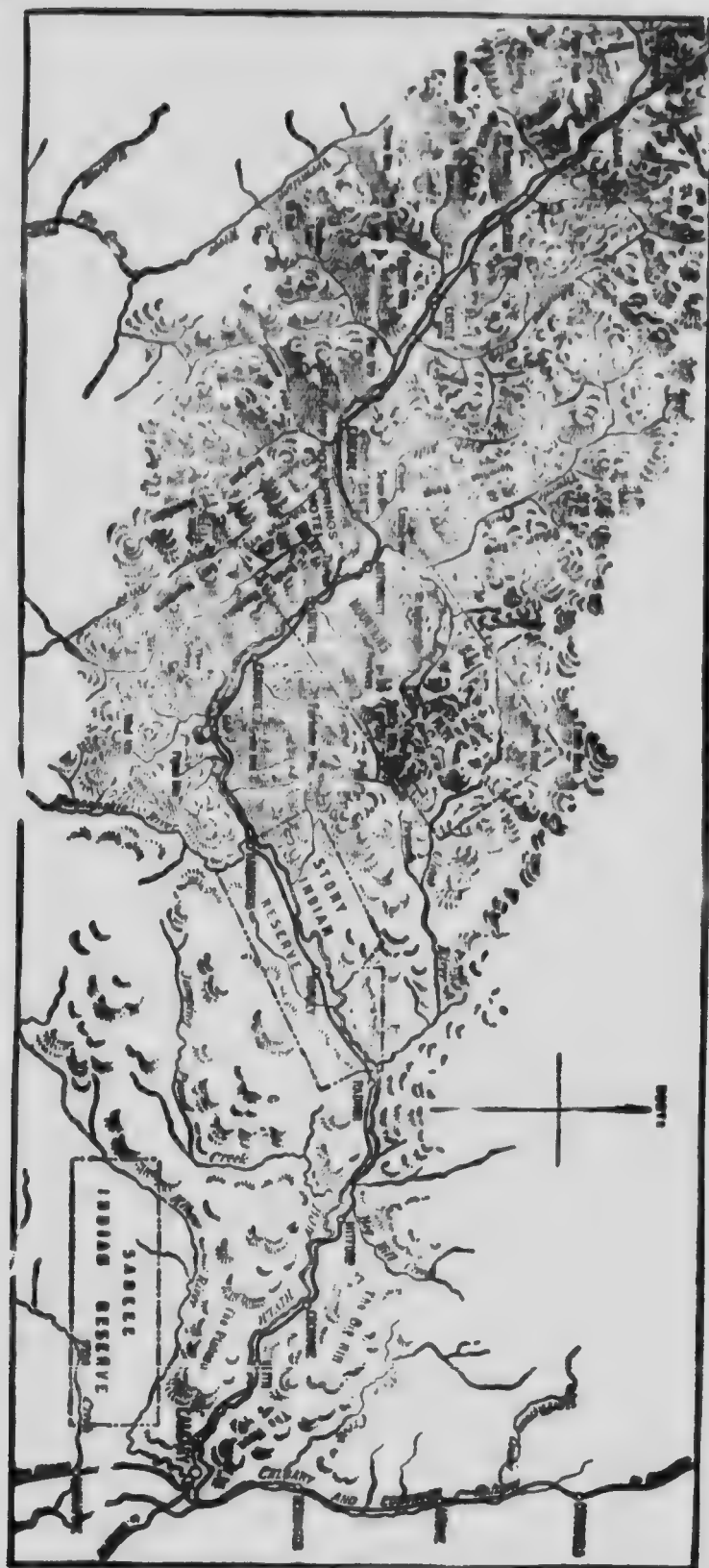
TRANSCONTINENTAL RAIL ROUTE

25

Miles from Vancouver	East bound Train	STATIONS--DESCRIPTIVE NOTES	West bound Train	Miles from Montreal
	Beavermouth	turns abruptly to the right, and ascends the valley of the Columbia River, clinging to the sides of the hills, where the Selkirks and the Rockies, crowding together, force the river through a deep and narrow gorge.		
443		Redgrave As the train emerges from the canon a magnificent view is to be had of the Rockies, rising range upon range, and extending from north-west to south-east. The line crosses the right bank of the river at <i>Donald</i> , a charmingly situated town in the shadow of the Selkirks.	Second crossing of the Columbia	2453
459		Donald -Alt. 2,530 ft.		2448
468		Moberly -Alt. 2,540 ft.		2438
	The Columbia and the Selkirks	view opposite. <i>Moberly</i> is the site of the oldest cabin in the mountains, where the winter of 1871-2 was passed by the government engineering party under Walter Moberly, C.E., engaged in the preliminary surveys of the transcontinental route.		
475		Golden —Alt. 2,550 ft.		2431
	Navigation of the Upper Columbia	Golden is a prosperous mining town on the Columbia, at the mouth of the Wapta. About Golden and at various places above, gold and silver mines are being developed, which are reached by steamer in summer, semi-weekly. Just beyond Golden the railway enters the Kicking Horse Canon where before reaching <i>Palliser</i> the mountain sides become vertical rising straight up thousands of feet, and within an easy stone's throw from wall to wall. Into this vast chasm goes the railway, crossing the river from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight and the roar of the river and the train increased an hundred-fold by the echoing walls, the passage of this gorge will never be forgotten.		
482		Glenogle		2424
487		Palliser —Alt. 3,250 ft.		2419
	At the foot of the Rockies	An abrupt turn of the river reveals Mount Hunter which pushes its huge mass forward like a wedge between the Ottetail and Beaverfoot ranges. At the right the	West's slope of the Kicking Horse Pass	
			Beaverfoot and Otter Mts.	

TRANSCONTINENTAL RAIL ROUTE

Miles from Van. V.	Next Bound Train	STATIONS—DESCRIPTIVE NOTES	West bound Train	Miles from Montreal
406 502		<p>highest peaks of the Ottetail Mountains rise sharply to an immense height and looking south the Beaverfoot range extends in orderly array as far as the eye can reach.</p> <p>Leanehoil Ottetail—Alt. 3,570 ft.</p> <p>At <i>Leanehoil</i> the Beaverfoot river comes in from the south and joins the Wapta or Kicking Horse river, which stream is followed to the summit of the Rockies. The railway, which runs due north to Ottetail, gradually curves in a northeasterly direction, ascending the valley of the Wapta lying between the Ottetail and Van Horne ranges, and crossing a high bridge over the Ottetail river, from which one of the finest views can be obtained, enters the flats of the Wapta. Before reaching Field, very large glacier bearing heights are seen at the north.</p>		2411 2402
509	11 35 Fri. day, Oct. 4	<p>Field—Alt. 4,050 ft. At <i>Field</i> is a charming chalet hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen, which rises 8,000 feet above the railway and facing Mt. Field. This is a favorite stopping place for tourists, and has been recently enlarged to meet the wants of increased travel. Field is the portal to the newly discovered Yoho Valley, whose Takakkaw Falls, dropping 1,400 feet, and the Twin Falls—still of a greater drop—are but two of a number of glacier-fed cataracts. There are immense glaciers rivalling the Illecillewaet of the Selkirks in vastness, and a remarkable canon whose vertical walls are from 200 to 500 feet high. Trails lead along the mountains' sides and through the valley, and shelters are being erected for the convenience of visitors to this new wonderland. En route to the valley there is a natural bridge, and Emerald Lake, 7 miles from Field, is one of the most charming of mountain waters. On the shoulder of Mount Stephen, is a fossil bed, rich in rare specimens of trilobite, and a crystal cave is near the village. Swiss guides are also stationed here to accompany tourists and mountain climbers. Looking down the valley from the hotel, the Ottetail Mts. are seen on the left, and the Van Horne range on the right.</p> <p>The railway rounds the base of Mount Stephen, on whose side can be seen a silver lead mine at an altitude of 2,500 feet, and climbs the</p>	<p>Lower canon of the Wapta</p> <p>LEAVE 10 45 Sun. day, Sep. 29</p>	
	In front of Mt. Stephen		PACIFIC TIME (Laguan to Vancouver)	



Miles from Vancouver	Start of Train	STATIONS—DESCRIPTIVE NOTES	West bound Train	Miles from Montreal
816 819 823	Fri. day, Oct. 1 12 05 ARRIVE	last of the great ranges. The scenery is sublime and overwhelming in its grandeur. The line ascends rapidly crossing the deep gorge of the Wapta and skirting the beautiful Wapta Lake at Hector. Hector Stephen Alt. 5206 ft. Laggan	Lower cannon of the Wapta Sun day, Sep. 29 9 20 LEAVE	2301 2307 2301
	Sum- mit of the Rock- ies	At the "Great Divide" where a sparkling stream separates into two waters, one flowing to the Pacific, and the other to Hudson Bay, the backbone of the continent is reached. The station at the summit of the Rocky Mountains, like the stupendous mountain some miles behind, the chief peak of the Rockies in this altitude, is named in honor of the first President of the Canadian Pacific Railway. Descending a tributary of the Bow River which courses through a gap in the Bow Range, through which can be seen the huge peak of Mount Hector and its crescent shaped glacier a dozen miles away and 1,500 feet above you, the first stop is at <i>Laggan</i> , the terminus of the Pacific Division, and the station for the Lakes in the Clouds.	Sum- mit of the Rock- ies	
	Sub- lime scen- ery		The last glacier	

Laggan and Port Arthur: 1,387 Miles

(Western Division)

Time from Vancouver	Time to Port Arthur	STATIONS—DESCRIPTIVE NOTES	Week ended Train	Miles from Vancouver
	LEAVE		ARRIVE	
525	14 15 Fri day, Oct. 1	<p>Laggan—Alt. 1,100 ft.</p> <p>Clouds, famed the world over for their unsurpassable beauty. Perched on the mountain sides these lakes, hidden from general view amidst the most romantic environments, are rare gems whose loveliness and charm surpass all description. Lake Louise, which is the first, is two and one-half miles from the station by a pleasant carriage drive across the face of the mountain. On the margin of this beautiful lake is a chalet hotel. There is a bridle path to Mirror Lake higher up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. Trails also lead to Paradise Valley, to the Valley of the Ten Peaks, and to other sequestered spots. No more delightful place is imaginable than these lovely stretches of water in cloudland. Shelters have recently been constructed for the accommodation of tourists. They are within easy distance of the chalet, and are of especial benefit to amateur photographers who delight in catching the lights and shadows of the superb views of the locality. Swiss guides, here, as elsewhere along the route, may be secured to accompany tourists through this peerless region. Watches should be turned on an hour here for "Mountain time."</p>	10 00 Sun day, Sep. 29	2501
536		<p>Eldon—Alt. 4,720 ft.</p> <p>The railway runs down the forested Bow Valley, which is sentinelled by mountains exceedingly grand and prominent. Those on the left (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at Laggan. On the right the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. The gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental</p>		2770
MOUNTAIN TIME (Laggan to Port Arthur)				

From Verm. 97	Back to Train	STATIONS—DESCRIPTIVE NOTES	From Train	Back to Train
		<p>watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and to the right, standing supreme over this part of the range, the pre-eminently isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible almost from the "Divide" and is the most conspicuous and admirable feature of this wonderful valley, which has been referred to by one writer as an "amphitheatre of scenic glory."</p> <p>The great Castle Mountain on the left, resembling a huge giant's keep, stretches its long length for several miles, with turrets, bastions and battlements, and at one spot a remarkable reproduction of a drawbridge with portcullis. Opposite is Copper Mountain, in which are said to be large deposits of ore, and beyond is Pilot Mountain, whose pyramidal peak is the only one that can be seen from both ends of the Bow Valley.</p> <p>Castle Mountain—Alt. 4,570 feet.—<i>Castle Mountain</i> is the station at the base of the great eminence whose name it takes.</p> <p>Sawback—Alt. 4,475 ft.—The views forward and to the rear are delightfully surprising. The Vermillion lakes are skirted, and an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Hole-in-the-wall Mt., which has a remarkable cave which can be entered for 100 feet, where a chimney-like aperture gives a glimpse of the sky—the cave is 1,500 feet above the valley—is passed upon the left, and then, a little beyond the station the Canadian National Park is entered at the western corner.</p>		
543				
554				
	Friday Oct. 4			
561	11:15 AM 12:20 PM	<p>Banff—Alt. 1,500 ft. <i>Banff</i> is the station for the Canadian National or Rocky Mountain Park, an incomparable beauty spot in the heart of the Rocky range, much frequented by tourists from all corners of the world. From the Orient to the Occident this earthly paradise of rocks and rills, valleys and forest-clad slopes, with its silvery cascades and the rushing, emerald-like torrents of the Bow River are now almost as well-known as the most conspicuous mountain retreats of both hemispheres. In addition to its wealth of natural beauty the park enjoys fame as a medicinal watering-place,</p>	<p>Mon. day, Sep. 29</p> <p>18:30 19:30</p> <p>Satur- day, Sep. 28</p> <p>Devil's Lake</p>	2106
	Rocky Moun- tain Park			

* Her Royal Highness, the Duchess of Cornwall and York, will remain at Banff until 11:30 o'clock Sunday, October 5, and arrive at Poplar Point at 10:30 on Tuesday, October 6.

West
Bound
Train

East
Bound
Train

STATION'S DESCRIPTIVE NOTES

West
Bound
Train

View
from
Station

The
Can-
adian
Nat-
ional
Park

and by around the world tourists is spoken of as the "Cathedral of America." This park is a national reservation, 20 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made. The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.), eastward is Mt. Inglismale, and the heights of the Fairholme sub-range, behind which lies Devil's Lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt. and just north of the track rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just before reaching the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer the Sulphur Mt. along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt., while just behind the station Rundle peak rises sharply, so near at hand as to cut off all the view in that direction. The village of Banff is a short distance southwest of the station, on the hither side of the Bow, and the C.P.R. Hot Springs hotel about a mile further on. A steel bridge takes the carriage-road across to the hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. There are also a sanitarium and hospital in the village and a museum of more than local interest has been established by the Government. Trout of extraordinary size occur in Devil's Lake, and deep trolling for these affords fine sport. Wild sheep (the big horn) and mountain goats are occasionally to be seen on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 800 ft. above the Bow. All are reached by fine roads, commanding

The
Valley
of the
Bow

Miles from Vancouver	East- bound Train	STATIONS—DESCRIPTIVE NOTES	West- bound Train	Miles from Seattle
		glorious landscape. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave, entered by an artificial tunnel; and near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.		
565		Anthracite —Alt. 4,350 ft. train passes along a large corral of 500 acres in which are a number of buffalo, the last specimens of the monarchs of the plains. The railway skirts the base of Cascade Mt. and follows Cascade Creek until after <i>Anthracite</i> is passed, when it rejoins the Bow. At <i>Anthracite</i> station are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods, the output largely supplying the country from the coast as far east as Winnipeg. Half way between <i>Anthracite</i> and <i>Canmore</i> , the park is left.		241
575		Canmore —Alt. 4,230 ft. which are large coal mines, in which with those at <i>Anthracite</i> \$1,000,000 have been invested. A striking profile of the Three Sisters is obtained with Wind and Pigeon mountains looming up beyond. On a hill behind the station stands a group of isolated and curiously weathered conglomerate monuments, called "hoodoos."	Pop. 300. Railway divisional point, near	231
580		The Gap —Alt. 4,200 ft.	Passing through the Gap—a narrow passage between two vertical walls—the gateway by	232
588		Kananaskis —Alt. 4,100 ft. which the Bow River issues from the hills, the Kananaskis River is crossed by a high iron bridge, a little below where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. Near it the track turns and descends		2318

Miles from Vancouver	East bound Train	STATIONS—DESCRIPTIVE NOTES	West- bound Train	Miles from Montreal
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the long valley between the Fairholme range on the left and the Kananaskis range opposite. The prominent peak on the right is Pigeon Mountain, and in leaving the station called *The Gap*, a magnificent view is obtained of Wind Mountain and the Three Sisters also on the right. There is a remarkable contrast between the ranges in view behind. On the left are fantastically broken and castellated heights; on the right massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and carboniferous ages, which have been broken out of the crust of the earth and slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery.

600
609
619
633

Morley—Alt. 4,000 ft.
Radnor—Alt. 3,800 ft.
Cochrane—Alt. 3,700 ft.
Keith—Alt. 3,525 ft.

By the time *Cochrane* is reached, the traveller is well within the rounded grassy foot-hills and river "benches"

2306
2297
2287
2273

or terraces. Extensive ranches come into view and are passed in rapid succession as the train speeds eastward towards the fertile prairies of the great North-west. Great herds of horses are seen in the lower valleys, thousands of cattle on the terraces, while the hilltops provide grazing for flocks of sheep, making a picture restful, novel and interesting to one who has but a moment before passed from the Rocky ranges

Miles from Vancouver	East- bound Train	STATIONS—DESCRIPTIVE NOTES	West- bound Train	Miles from Montreal
		lying eastward hundreds of miles from the Pacific. After leaving Cochrane and again crossing the Bow, the railway line descends from the top of the last terrace, whence a magnificent view of the receding mountains is obtained, and where the foot-hills fall in successives tiers of sculptured heights from the snowy range behind them.		
	Satur- day, Oct. 5		Satur- day, Sep. 28	
642	at 1.30 / 1.40	Calgary —Alt. 3,388 ft. —Pop. 5,738. This picturesque ranching city has been appropriately named the "Sirloln of Canada," and is the most important, as well as the handsomest, place between Vancouver and Brandon. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies, and is the centre of the trade of the northern part of the great ranching country and one of the sources of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. From <i>Calgary</i> , a branch line runs north to Edmonton on the Saskatchewan, and another branch south to Macleod, thus throwing open a new and vast country which is annually attracting settlers in large numbers. <i>Calgary</i> is an important station of the Mounted Police, and a post of the Hudson's Bay Company.	16.15 at 8.30	234
	Last glimpse of the Rock- ies		First sight of the Rock- ies	
652		Shepard		2254
662		Langdon		2244
673		Oheadle		2233
681		Strathmore		2225
685		Namaka		2221
697		Gleichen		2209
		Canadian Land and Rancho Com- pany, devoted principally to cattle and horse raising, the railway falls from the valley of Bow River. At <i>Gleichen</i> (a railway divisional point) a last receding view of the Rockies may be had by the traveller as he is carried toward the rising sun. The altitude at this point is 2,900 ft. At <i>Namaka</i> is another farm of the Canadian Land and Rancho Com- pany. About 1,600 acres are annually cropped, the yield, on the average, being excellent. <i>Crowfoot</i> station is on the border- land between the districts of Assiniboia and Alberta. Near Crowfoot, and		
705		Cluny		2201
716		Crowfoot		2190
724		Bassano		2182
732		Lathom		2174

Miles from Vancouver	East-bound Train	STATIONS—DESCRIPTIVE NOTES	West-bound Train	Miles from Montreal
741		Southesk		2163
749		Cassella		2157
758		Bantry		2148
769		Tilley		2137
778		Kininvie		2128
787		Langevin		2119
796		Suffield		2111
807		Bowell		2099
814		Stair		2092
		<p>south of the railway, is a large reservation occupied by the Blackfoot Indians, some of whom may be seen caring for their stock or loitering about the station. From <i>Tilley</i> station on a very clear day, the higher peaks of the Rocky Mountains may be seen 150 miles away to the westward. The sunset over these peaks is a never-to-be-forgotten sight, the snowy caps of the jagged line of the horizon adding to the splendor of the view. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at <i>Langevin</i> in pumping water for the supply of the railway, and both there and at <i>Tilley</i> it can be seen burning brightly. Eastward and to the north and south of the railway, the entire prairie is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The grade is up and down past <i>Suffield</i> and <i>Bowell</i>, and as <i>Stair</i> is approached is another farm of the Canadian Land and Ranch Company, lying west of the Saskatchewan River, where one of the largest herds of Galloway cattle in the world, is to be seen. The railway drops from the higher plateaus gradually, and crosses the south branch of that river, on whose eastern bank is the town of <i>Medicine Hat</i>.</p>		
822	a 8.10 1 8.20 Satur- day, Oct. 5 Crow's Nest Pass Ry.	Medicine Hat —Alt. 2,150 ft. (indicating the local depression of the river valley)—Population 2,150. A railway divisional point, with repair shops, etc. The town is in the centre of a magnificent ranching district, and has churches, hospital and other public buildings. An important station of the Mounted Police is established here. There are several coal mines in the vicinity, and the river is navigable for steamboats for some distance above and for 800 miles below to lake Winnipeg.	1 2.00 a 1.50 Satur- day, Sep. 28	2084
827		Dunmore Junc.		2079
829		Dunmore	At <i>Dunmore</i> , the Canadian Land and Rancho Co'y	2077

TRANSCONTINENTAL RAIL ROUTE

Miles from Vancouver	East bound Train	STATIONS--DESCRIPTIVE NOTES	West bound Train	Miles from Montreal
844		Irvine		
854		Walsh		2062
881		Cummings		2062
808		Forbes		2045
		have what may be taken as a typical mixed farm, for not only are capital crops raised here, but a number of valuable horses and cattle are bred and pastured here. From Dunmore, the Crow's Nest Railway leads off westerly past <i>Lethbridge</i> , one of the chief sources of the coal supply for the country east to Winnipeg and through the Crow's Nest Pass of the Rocky Mountains to Kootenay Lake and to the mines of West Kootenay. Eastward from <i>Medicine Hat</i> to Swift Current the line skirts the northern base of the Cypress Hills, which reach an altitude of 3,800 feet, and in many places are covered with valuable timber. It is impossible to conceive of a better stock country than that lying between the Cypress Hills and the railway. Rich in the grasses that possess peculiar attractions for horses and cattle, the valleys and groves of timber give ample shelter all seasons of the year, and the numerous streams flowing out of the Cypress Hills afford an unfailing supply of water. The handsome profits realized by the stockmen testify better than words to the value of this district for cattle raising.		2040
	Coal Mines		Coal Mines	
876		Kincorth		2030
885	10.27	Maple Creek	23.42	2021
896	Satur- day,	Colley	Fri- day,	2010
906	Oct. 5	Crane Lake	Sep. 27	2000
917		Sidewood		1989
920		Tompkins		1986
927		Carmichael		1979
938		Gull Lake		1970
943		Antelope		1963
950		Webb		1951
957		Seward		1949
962		Leven		1944
		Lakes and ponds, some fresh, some alkaline, occur at intervals. At <i>Maple Creek</i> a few miles south of which <i>Sitting Bull</i> , the Sioux Chief was captured by a Canadian Mounted Police officer after the massacre of Custer and his American cavalrymen, are extensive yards for the shipment of cattle. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. Near the town is a police station, and not far away is a Cree Indian village. At <i>Crane Lake</i> is located the headquarters of the Canadian Land and Ranch Company. This farm, 1,200 acres of which are irrigated, is entirely devoted to stock raising, 7,000 cattle and 500 horses being usually on the range. The satisfactory results		

Miles from Vancouver	East-bound Train	STATIONS	DESCRIPTIVE NOTES	West-bound Train	Miles from Montreal
			obtained from working farms at various points on the line proved the value of these lands for farming, and resulted in attracting the attention of settlers and capitalists to this section of the country. At <i>Gull Lake</i> this Company has another farm, which is entirely devoted to sheep, 6,000 being usually wintered there. An irrigated meadow on the north side of the lake is worth seeing.		
	Sat- urday, Oct. 5			Fri- day, Sep. 27	
971	a13.20 p13.30	Swift Current	—Alt. 2,400 ft., a railway divisional point, on a pretty stream of the same name. At <i>Swift Current</i> is the principal sheep farm of the Canadian Land and Ranch Company, from which during each year a large crop of wool is shipped. From this farm and outlying stations within 25 miles, the Company annually round-up 16,000 sheep. The well appointed farm buildings can be seen on the hills immediately south of the station. Close to them the Government has erected a Meteorological Observing Station. From <i>Swift Current</i> to <i>Moose Jaw</i> the line steadily falls on the eastern slope of the Coteau, and winds through an irregular depression from <i>Old Wives' Lakes</i> —extensive bodies of water having no outlet and consequently alkaline. The northern-most of these lakes is reached at <i>Chaplin</i> . The country is treeless from <i>Cypress Hills</i> to the eastern border of the <i>Regina</i> plain, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond <i>Old Wives' Lakes</i> are marked in all directions by old buffalo trails and scarred and pitted by their "wallows." Antelope may be sometimes seen, and coyotes and prairie dogs. Near <i>Morse</i> is a salt lake, and not far beyond is <i>Rush Lake</i> a large area of fresh water and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At <i>Rush Lake</i> on the north side of the line is another of the Canadian Land and Ranch Company's farms, and on the	p20.50 a20.40	1935
977		Aikins			1929
985		Waldeck			1921
993		Rush Lake			1913
1001		Herbert			1905
1010		Morse			1896
1021		Ernfold			1885
1030		Chaplin			1876
1039		Secretan			1867
1049		Parkbeg			1857
1060		Mortiach			1846
1067		Oaron			1839
1076		Beharm			1830

STATIONS—DESCRIPTIVE NOTES

Miles From Vancouver	East- bound Train	West- bound Train	Miles From Montreal
	Large Wheat Farms	Large Wheat Farms	
1084	18.00 18.10 Sat. day, Oct. 5	17.10 17.00 Fri. day, Sep. 27	1822
	<p>Moose Jaw—Alt. 1,725 ft. - Pop. 1,200. A railway divisional point and a busy market town, near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone," and specimens of the Great Cree Nation, painted and blanketed, may be seen lounging about this and other stations further east.</p> <p>To the south are shortly seen the Dirt Hills, the northward extension of the great Missouri Coteau, and these mark the western boundary of a vast open, whose eastern portion is known as the Regina Plains—a broad treeless expanse of the finest agricultural land, with little change in the soil to the depth of twenty feet or more.</p>		
1002			1814
1100	Pasqua	From <i>Pasqua</i> a branch line extends south-east through Estevan to the international boundary line	1806
1108	Belle Plaine		1708
1115	Fence		1791
	Grand Coulee		
	<p>at Portal, where connection is made with the Soo Line from St. Paul and Minneapolis, and it is by this route that passengers from the Pacific Coast travel to the Middle States. Trains run through between St. Paul and Minneapolis and Moose Jaw, where connection is made with the Imperial Limited trains.</p>		
1125	20.00	Regina —Alt. 1,875 feet.—Pop. 2,025.	1715.00 all.30
		The capital of the North-West Territories and the distributing point for the country far north and south. A branch line extends northward from here, crossing the south branch of the Saskatchewan at Saskatoon, and continues up to Prince Albert on the North Saskatchewan a short distance above the junction of the two branches. This line opens up a very fertile territory, known as the park country, in which large numbers of settlers have already become prosperous. The Executive Council of the North-West Territories, embracing the districts of Assiniboia,	1781

Miles from Vancouver	East-bound Train	STATIONS	DESCRIPTIVE NOTES	West-bound Train	Miles from Montreal
	Saturday, Oct. 5		<p>Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is at Regina, extends over all these districts. A couple of miles before reaching Regina are the headquarters of the North-west Mounted Police. The barracks, officers' quarters, officers' storerooms and the imposing drill hall, together make a handsome village. The Mounted Police is a military organization numbering 800 men, who are stationed at intervals over the North-West, to look after the Indians and preserve order generally. Nearer the city are the Lieutenant-Governor's residence, the exhibition buildings and the unpretentious buildings of the Territorial Government.</p> <p>Passing <i>Regina</i>, <i>Pilot Butte</i>, a rounded hill lending its name to an unimportant hill near by, is seen. Within a mile of <i>Balgonic</i> station is the last or most easterly farm of the Canadian Land and Rancho Company, a farm chiefly devoted to grain growing, there being 4,000 acres in crop.</p>	Friday Sep. 27	
1134		Pilot Butte	At <i>McLean</i> (which stands 200 feet higher than <i>Qu'Appelle</i> and 375 feet higher than		1772
1141		Balgonic			1765
1150		McLean			1758
			<p>Regina) the great Regina plain is left at its easterly border. Passing through a short stretch of wooded country, the train reaches <i>Qu'Appelle</i>.</p>		
1158	Qu'Appelle Valley	Qu'Appelle	—Alt. 2,050 ft.—Pop. 950. A good road extends northward to Fort Qu'Appelle and beyond. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission and school.	Fort Qu'Appelle	1748
1168	21.51	Indian Head	At <i>Indian Head</i> is located a fine experimental farm conducted under Government auspices. It is situated on the north side of the railway and in this locality are numerous farms on which great yields of wheat are obtained. The town of Indian Head is making	9.05 78.30 44.15	1738 1728 1719 1711 1704 1696
1178		Sintaluta			
1187		Wolsley			
1195		Summerberry			
1202		Grenfell			
1210		Oakshola			

Miles From Vancouver	East-bound Train	STATIONS - DESCRIPTIVE NOTES	West-bound Train	Miles From Montreal
		rapid growth consequent upon the successful farming of the district around it. From Indian Head eastward the line follows a gradually lowering prairie. <i>Sintululu, Wolsley and Greenfell</i> have already become important local markets.		
1218	Satur- day, Oct. 6 a 24.00 7 24.10 Mun- day, Oct. 6	Broadview Alt. 1,060 ft. - Pop. 1,000. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.	Friday Sep. 27 1 2.30 a 2.20	1688
1226		Perceval		1680
1233		Whitewood		1673
1240		Burrows		1667
1247		Wapella		1659
1256		Red Jacket		1650
1263	2 12	Moosomin	24 38	1643
1271		Fleming	Friday Sep. 27	1635
1278		Kirkella		1630
1285		Elkhorn		1621
1294		Hargrave		1612
1302	3 59	Virden	23 08	1604
1300		Routledge	Thurs- day, Sep. 26	1597
	Ap- proch- ing Mani- toba	eral level. From <i>Whitewood</i> the country northward is accessible by a bridge over the Qu'Appelle River. <i>Moosomin</i> , the most important town in the eastern portion of Assiniboia, is the station for Fort Ellice at the north and the Moose Mountain district at the south.	Moose M't'n.	
1317		Oak Lake		1589
1325		Griswold		1581
1333		Alexander		1573
1341		Kemnay		1565
		particularly attractive district; and further east the undulating prairie is well occupied by prosperous farmers as the progressive villages at intervals testify. The railway draws near to the Assiniboine and drops into its valley just before reaching <i>Brandon</i> .	Moun- tain Time (Brandon to Lag- gan)	
1349	a 6.10 7 7.20	Brandon —Alt. 1,150 ft. - Pop. 5,738. A divisional point; and one of the largest grain markets in Manitoba; and the distributing market for an extensive and well settled country. It has eight grain elevators, flouring mill, large planing mills and a number of manufactories. The town is beautifully situated on high ground, and has well-made streets and many substantial buildings. A Dominion Experimental Farm and a Provincial Asylum are established near the	121.20 a 22.10	1557
	Great Wheat Mar- ket			

Miles from Vancouver	Miles from Brandon	STATIONS—DESCRIPTIVE NOTES	Miles from Brandon
		city. The Pipestone Branch line runs from here to Antler, about 79 miles south. At Menteith Jet, it connects with the Souris Branch which runs 133 miles south-west to Estevan, located on the Soo-Pacific line connecting the Canadian North-West with the Middle and North-Western States of the Union. The standard time changes here to "Central"—one hour faster.	
	CENTRAL TIME (Brandon to Port Arthur)		
1365		Chater	1551
1380		Douglas	1546
1393		Sewell	1536
1376		Carberry	1530
1384		Melbourne	1522
1389		Sidney	1517
1397		Austin	1509
1405	Tue- day, Oct. 6	McGregor	1501
1411		Bagot	1496
1419		Burnside	1497
		Just east of Brandon the Assiniboine river is crossed by an iron bridge, and the Brandon hills are left towards the southwest. From Chater the North Central branch of the C.P.R. running north-westward to- wards the Saskatchewan country, is operated to Miniota, a distance of 71 miles. Between Brandon and Portage la Prairie stations succeed one another at intervals of five or eight miles, and many of them are surrounded by bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. Principal among these is Carberry (pop. 1,023), an important grain market. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms for which it is peculiarly adapted the railway crosses part of the famed Portage Plains and reaches Portage la Prairie.	Thurs- day, Sep. 26
1426	10.24	Portage la Prairie —Alt. 800 ft. Pop. 4,141. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, biscuit factory and several other industries. The North-western branch of the U.P.R. extends from here 223 miles northwest, towards Prince Albert, the Canadian Northern Ry. branching off at Gladstone through the newly-opened Lake Dauphin district to Lake Winnipegosis, where there are extensive salt wells, which are yet awaiting development, another branch leading off	19.26 1490

TRANSCONTINENTAL RAIL ROUTE

Sta. No.	Sta. Name	STATIONS—DESCRIPTIVE NOTES	Sta. No.	Sta. Name
1435	Sun. day, Oct. 6	High Bluff		
1442	at 11.00	Poplar Point		1473
1447	7 15.00	Reaburn		1461
1453	Tues. day, Oct. 8	Marquette		1459
1460		Meadows		1463
1467		Rosser		1446
1476		Bergen		1439
		from Nifton through the Swan River Valley. There is a descent of 100 feet from Portage la Prairie to Winnipeg although the land is apparently level.		1431
		East of Portage la Prairie the country is thickly settled to Poplar Point, between which place and Rosser there is a quantity of land held by speculators. The line of trees not far away to the south marks the course of the Assiniboine River, which the railway follows from near Brandon to Winnipeg. Long Lake is a favorite resort for sportsmen, and Marquette is exactly half way between Vancouver and Montreal.		
1482	at 16.10	Winnipeg Alt. 700 ft. —Pop. 12,381.	Thurs. day, Sep. 28	
	7 18.40	Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 1,000). Situated at the junction of the Red and Assiniboine rivers, both navigable by steamboats. It has been, for many years, the chief port of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north, east and west. The city is handsomely built, superior brick and stone being available; and has electric street railways, electric lights, parks, hospital, great flouring mills and grain elevators, a huge abattoir, and many notable public buildings, including Provincial and Dominion offices. The chief workshops of the C.P.Ry. between Montreal and the Pacific are here, and the train-yard contains more than forty miles of sidings. The principal land offices of the Canadian Pacific Ry. Co. are here, and near the station are the chief immigration office of the Dominion Government in the West and immigrant sheds. The Railway Company owns the odd numbered sections in the belt of land extending twenty-four miles on each side of the track between Winnipeg and the Rocky Mountains. Railway lines radiate in all directions. The C.P.R. has two branches leading southward on either side of the Red River to Emerson and Gretna, on the United States boundary, connecting at the latter point with the train service of the Great Northern	1 17.30	1424
			at 11.30	

STATIONS—DESCRIPTIVE NOTES

Miles
from
VancouverEast-
bound
TrainWest-
bound
TrainMiles
from
MontrealThurs-
day
Sep. 30

Railway. Two branch lines of the C.P.R. go south-west to Antler in Eastern Manitoba, and Napinka in Southern Manitoba, 167 and 221 miles distant respectively, connecting at Souris and Napinka with the branch line from Brandon through to Katewan or junction with the new Soo-Pacific line, and two other branches run north and north-west: one to the town of Selkirk and the other to Stony Mountain, Stonewall and Teulon, 30 miles north of the city.

Leaving Winnipeg the Red River is crossed at St. Boniface, a distinctively French suburb of Winnipeg, though much older than the latter, and immortalized by the poet Whittier, by his reference to the "Bells of the Roman Mission," and as suggestive of devotion to the hardy voyageur as "The Angeles" to the peasant. From thence the line turns northward following Red

River towards East Selkirk, where it strikes eastwardly. Between the latter point and Whittemouth the country has prairie characteristics. Saw-mills appear in the vicinity of and beyond Whittemouth. Numerous pretty lakes are seen until the Lake of the Woods district is reached, Manitoba having been left after passing Ingolf. Near Keewatin are the newly completed works of the Keewatin Power Co.,

creating one of the greatest water powers in the world, making of the Lake of the Woods a gigantic mill-pond with an area of 3,000 square miles, and affording most convenient sites for pulp-mills, saw-mills, flouring mills and other establishments for supplying the needs of the Great North-West and for manufacturing its products on their way to Eastern markets. At Keewatin (pop. 1,400) is a mammoth flouring

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1613

Bird's Hill
Gonor
Selkirk
Tyndall
Beausejour
Molson
Julius
Shelly
Whittemouth
Darwin
Oulver
Rennie
Telford
Gross Lake
Ingolf
Horner
Deception
Busteed
Ostersund
Keewatin
Norman

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1281

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08 00

TRANSCONTINENTAL RAIL, NORTH

Station	Distance from Vancouver	Time day, Oct 8	Station	Distance from Vancouver	Time day, Sep. 28	
STATIONS - DESCRIPTIVE NOTES						
			mill, owned and operated by the Lake of the Woods Milling Co., built of granite quarried on the spot, and Norman is a suburb of Rat Portage.			
1618		7:20 AM	Rat Portage - Pop. 5,222 - at the principal outlet of the Lake of the Woods, is an important mining centre with several large sawmills, the product of which is shipped westward to the prairies. It is the key to the great gold fields now being developed in its immediate vicinity and in the Rainy Lake and Seine River districts to the south, which are easily reached by steamer, the route lying through one of the most picturesque regions on the con- tinent. The Lake of the Woods is the largest body of water touched by the railway between the Pacific and Lake Superior. Its fisheries are very valuable, the annual shipments being large. The lake is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters break through a narrow rocky rim at Rat Portage and Keewa- tin, and fall into the Winnipeg River. From here the country is excec- sively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest de- scription and deep rock-bound lakes are always in sight. In fact, from Winnipeg to Fort William the rail- way traverses a wild, broken region, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. Wolsey led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way. At Eagle River two beauti- ful falls are seen, one above and the other below the railway.		7:00 AM 20.50	1201
1630	Garwood		At Dryden the		1296	
1623	Margach		Ontario Govern-		1293	
1620	Scovill		ment has estab-		1277	
1632	MacMillan		lished an experi-		1274	
1630	Hawk Lake		mental farm.		1267	
1645	Summit		There being		1261	
1650	Jack Pine		large areas of		1258	
1656	Parrywood		good land speci-		1260	
1662	Gilbert		ally suited for		1244	
1670	Vermillion Bay		mixed farming		1236	
1680	Eagle River		and dairying		1228	
1685	Minnetakie		settlement is		1221	
1690	Oxdrift		progressing		1216	
			rapidly. the			
			chief advan-			
			tages of the dis-			
			trict, be the			
			facility with			

STATIONS—DESCRIPTIVE NOTES

Station Number	Route Number	Station Name	Notes	Station Number
1707		Dryden	which the land	1289
1708		Barclay	is cleared, being	1290
1710		Wabigoon	the proximity	1291
1718		Dinerwie	of good mar-	1292
1720		Brule	kets, the unlim-	1293
1726		Dymont	ited supply of	1294
1732		Tache	timber and	1295
1739		Sigsby	water, abun-	1296
1745		Raleigh	dance of fish and	1297
1752		Butler	game, winter	1298
1753		Megrund	employment for	1299
1755		Ossauan	settlers in the	1300
1760	at 1.25	Ignace	lumber camps,	1301
1765	7 1.35	Falcon	and healthful-	1302
1771	West	Wonga	ness of the clim-	1303
1774	need day	Benheur	ate. Wabigoon	1304
1780	Oct. 9	Tamarac	is the point of	1305
1790		Martin	departure for	1306
1795		English River	the new Mani-	1307
1805		Shebandewan	ton mining re-	1308
1811		Nibleck	gion and the	1309
1818		Carlstadt	Lower Maine	1310
1824		Upsala	and Rainy Lake	1311
1830		Siota	country can be	1312
1835		Savanne	reached by this	1313
1843		Atbara	route. Steam-	1314
1849		Linceoping	ers operate on	1315
1854		Dexter	these waters	1316
1862		Oskondiga	during naviga-	1317
1865		Buda	tion, and in	1318
1875		Finmark	winter there is	1319
1879		Sunshine	a good sleigh	1320
1884		Kaministiquia	road. Further	1321
1890		Kakabeka	east the Saw-	1322
1895		Murillo	bill mining	1323
1901		Neebing	country is	1324
1905		West Fort William	reached from	1325

distance. *Murillo* is the railway station for the Rabbit Mount silver district, and 4 miles from the station are the Kakabeka Falls, where the Kaministiquia leaps from a height rivaling that of Niagara. The falls are best reached from Fort William by railway.

1908 at 1.10
7 6.30

Fort William. Pop. 3,633. — A short distance from the mouth of the Kaministiquia river, a broad deep stream with firm banks, affording extraordinary advantages for lake traffic. From the beauty of its situation, its accessibility and the

120.00
at 19.40

506

Miles from Vancouver	East- bound Train	STATIONS—DESCRIPTIVE NOTES	West- bound Train	Miles from Brandon
		<p>opportunities for sport in the neighborhood, it has become a favorite resort for tourists, and is rapidly becoming an important commercial centre. A long promontory of basaltic rock on the opposite side of Thunder Bay, called the "Sleeping Giant," whom Indian legend takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the once famous Silver Islet, which has yielded almost fabulous wealth, but the mines becoming flooded have been abandoned. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking <i>Fort William</i>. Looking west, between Pie Island and Thunder Cape, Isle Royale may be seen in the distance. Fort William was formerly a very important Hudson's Bay Company's post, and was the great rendezvous of the hunters, voyageurs and chief factors of the Company. The fur house of the old fort is now used as an engine house for the great coal docks and some of the largest grain elevators in the world overshadow all.</p> <p>There are railway workshops and the usual buildings and sidings incident to a divisional point. Fort William is the western terminus of the C.P.R. lake steamship line. These fine steel lake steamships ply between here and Owen Sound.</p>	<p>(Port Arthur to Brandon) CENTRAL TIME</p>	
	Wed- nesday Oct. 9		Wed- nesday Sep. 28	
1913	ARRIVE 6.45	<p>Port Arthur—The Eastern terminus of the Western Division of the Canadian Pacific Railway. Eastbound passengers should set their watches forward one hour, in conformity with "Eastern" standard time.</p>	19.25 LEAVE	908

1100
1100
1100

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TRANSCONTINENTAL RAIL ROUTE

Miles from Vancouver	East-bound Train	STATIONS—DESCRIPTIVE NOTES		West-bound Train	Miles from Montreal
1904		<p>reached the line is carried for sixty miles through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at frequent intervals,</p> <p>where the railway is cut out of the face of the cliffs, the lake comes into full view. A mile from Heron Bay the Big Pic River is crossed by a high iron bridge, and from occasional rocky uplifts a level tract is found. From Round Lake the railway follows the White River to the station of the same name. At White River, in addition to buildings common to all divisional points, are yards for resting cattle en route from the ranges of the north-west to eastern and British Isle markets.</p>			
2002					912
2010					904
2019					896
2026	NOON			P.M.	888
2034	a 12.20			14.05	880
2040	12.30			a 3.55	873
2050	Wed- nesday Oct. 9			Wed- nesday Sep. 25	866
					857
2059	P.M.				
2068	1.10	Jack Fish	Near Missan-	3.10	847
2076		Steel Lake	abie where Dog		839
2084		Middleton	Lake is crossed,		830
2095		Port Ooldwell	a short portage		822
2103	2.40	Peninsula	connects the		811
2109		Heron Bay	waters flowing	1.45	803
2119		Meigund	southward into		797
2129		Oache Lake	Lake Superior	P.M.	787
2137		Trudeau	with those		777
2143		Montizambert	flowing north-		770
2151		Bremner	ward into Hud-	A.M.	763
2159	a 4.50	Denison	son's Bay. Furs	11.40	755
2168	4.55	White River	are brought	a 11.35	747
2179		O'Brien	here from the		738
2188		Amyot	far north for		727
2191		Girdwood	shipment.		718
2195		Ryerson	Nineteen miles		715
2204		Grassett	south of Mis-		711
2212		Williams	sanabie is ex-		702
2221		Otter	cellent trout		694
2231		Lochalsh	fishing, and the	19.05	685
	P.M.	Missanabie	country is rich	a 8.05	675
			in minerals,	A.M.	
			discoveries of		
			free milling		
			gold having		
			been made at		
			Lake Wawa,		
			five miles from		
			Lake Superior.		
		<p>The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to</p>			

Miles from Vancouver	East-bound Train	STATIONS—DESCRIPTIVE NOTES	West-bound Train	Miles from Montreal
		sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital.		
2239		Garry		667
2245		Dalton		661
2253		Bolkow		653
2261		Windermere		645
2268		Brunel		638
2276		Pardee		630
2283	P. M.	Esher	A. M.	623
2290	Oct. 10 7 9 15	Chapleau	7 6.05 a 6.00	616
		here. It is charmingly situated on Lake Kabequashessing, the waters of which flow into James Bay.		
		Biscotasing is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber.		
		Cartier is a divisional point with the usual collection of sidings and railway structures.		
	Wed- nesday Oct. 9	East of here there are wide intervals of good agricultural land, but timbercutting is as yet the principal industry. The lands belong to the Province of Ontario, and are open to settlers.	Wed- nesday Sep. 25	
		Leaving Phelans, a good view of the high falls of the Vermillion River is to be had for a moment, the scenery from Biscotasing to this point being particularly fine. From Sudbury (pop. 2,027), the next place of importance, a branch line leads		
2300		Lac Poulin		606
2307		Nemegosenda		599
2316		Kinogama		590
2325		Ridout		581
2333		Winnebago		573
2341		Woman River		565
2350		Turnbull		556
2357		Ramsay		549
2364		Duchesnay		542
2373		Biscotasing		533
2383		Eureka Lake		523
2391		Metagama		515
2398		Spanish Forks		508
2408		Pogamasing		498
2416		Straight Lake		490
2424	A. M.	Geneva		482
2428	a 1.45	Cartier	7 1.40	478
2442	11.50	Phelans	a 1.35	464
2445		Larchwood	A. M.	461
2451	Thurs- day, Oct. 10	Ohelmsford		455
2456		Rayside		450
		off to Lake Huron and thence along its shore and the Ste. Marie River to SAULT STE. MARIE, 179 miles, at the outlet of Lake Superior, where an immense iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis, and thence on through Minnesota and North Dakota to Moose Jaw, in Assiniboia, on the Main Line of the		

TRANSCONTINENTAL RAIL ROUTE

Miles from Vancouver	East-bound Train	STATIONS—DESCRIPTIVE NOTES		West-bound Train	Miles from Montreal
2463	3.15	Sudbury	C.P.R. Within a few miles of Sudbury, and reached by two short branch lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are in operation near Sudbury, reducing the ores on the spot.	12.05	448
2470	A. M.	Romford		A. M.	436
2475		Wahnapitae		Wed- nesday Sep. 25	431
2479		Stinsons			427
2487		Markstay			419
2494		Hagar			412
2499		Warren			407
2508		Verner			398
2516		Cache Bay			390
2519		Sturgeon Falls			387
2528		Meadowside			378
2532		Beaucage			374
2542	26.00 A. M. Thurs- day, Oct. 10 ARRIVE	North Bay —Pop. 2,532. The capital town of the Nipissing District, situate on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops, etc.		9.35 P. M. Tues- day, Sep. 24 LEAVE	364

448
496
431
427
419
412
407
398
390
387
378
374

Continuation of Tour

Miles
from
Montreal

(VIA GRAND TRUNK RAILWAY)

2542	Leave North Bay, Thursday, Oct. 10.....	6.05 a.m.
2760	Arrive Toronto, Thursday, Oct. 10.....	2.00 p.m.
	Leave Toronto, Saturday, Oct. 12.....	9.00 a.m.
2818	Arrive Guelph, Saturday, Oct. 12.....	10.15 a.m.
	Leave Guelph, Saturday, Oct. 12.....	10.20 a.m.
2831	Arrive Berlin, Saturday, Oct. 12.....	10.43 a.m.
	Leave Berlin, Saturday, Oct. 12.....	10.48 a.m.
2857	Arrive Stratford, Saturday, Oct. 12.....	11.25 a.m.
	Leave Stratford, Saturday, Oct. 12.....	11.30 a.m.
2890	Arrive London, Saturday, Oct. 12.....	12.18 a.m.
	Leave London, Saturday, Oct. 12.....	2.00 p.m.
3010	Arrive Niagara Falls, Saturday, Oct. 12.....	5.30 p.m.

(VIA MICHIGAN CENTRAL RAILWAY)

3023	Arrive Niagara-on-the-Lake, Saturday, Oct. 12	6.00 p.m.
	Leave Niagara-on-the-Lake, Monday, Oct. 14	10.30 a.m.

VIA GRAND TRUNK RAILWAY

3080	Arrive Hamilton, Monday, Oct. 14.....	12.00 p.m.
	Leave Hamilton, Monday, Oct. 14.....	3.30 p.m.
3107	Arrive Brantford, Monday, Oct. 14.....	4.25 p.m.
	Leave Brantford, Monday, Oct. 14.....	4.30 p.m.
3134	Arrive Woodstock, Monday, Oct. 14.....	5.10 p.m.
	Leave Woodstock, Monday, Oct. 14.....	5.15 p.m.
3221	Arrive Toronto, Monday, Oct. 14.....	7.07 p.m.
	Leave Toronto, Monday, Oct. 14.....	7.15 p.m.
3334	Arrive Belleville, Monday, Oct. 14.....	10.45 p.m.
	Leave Belleville, Tuesday, Oct. 15.....	9.30 a.m.
3384	Arrive Kingston, Tuesday, Oct. 15.....	11.00 a.m.
	Leave Kingston, Tuesday, Oct. 15.....	2.00 p.m.
	(If weather is propitious, by R. & O. Str. "Toronto" through the Thousand Islands of the St. Lawrence to Brockville)	
3434	Arrive Brockville, Tuesday, Oct. 15.....	6.00 p.m.
	Leave Brockville, Tuesday, Oct. 15.....	6.30 p.m.
3500	Arrive Sherbrooke, Wednesday, Oct. 16.....	3.08 p.m.
	Leave Sherbrooke, Wednesday, Oct. 16.....	5.00 p.m.
3572	Arrive Chaudiere Jet., Wednesday, Oct. 16.....	9.00 p.m.

(VIA INTERCOLONIAL RAILWAY)

	Leave Chaudiere Jet., Wednesday, Oct. 16.....	
4357	Arrive St. John, N.B., Thursday, Oct. 17.....	
	Leave St. John, N.B., Friday, Oct. 18.....	9.00 p.m.
4632	Arrive Halifax, Saturday, Oct. 19.....	10.00 a.m.

(VIA N.M.S. "OPHIR")

	Leave Halifax, Monday, Oct. 21.....	5.00 a.m.
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Memo

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Memo





MAP OF THE
CANADIAN PACIFIC RAIL

THE MINNEAPOLIS, ST. PAUL AND SAULT STE MARIE
THE DULUTH, SOUTH SHORE AND ATLANTIC RA
AND CONNECTIONS.



CANADIAN P

THE MINNEAPOLIS, ST. PAUL

THE DULUTH, SOUTH S

AND





MAP OF THE
PACIFIC RAILWAY,

GULF AND SAULT STE MARIE RAILWAY,
GULF SHORE AND ATLANTIC RAILWAY.
AND CONNECTIONS.

SCALE OF STATUTE MILES

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EASTERN TO TIME



